

Intimations.

DAKIN BROS. OF CHINA, LIMITED.
DISPENSING CHEMISTS.
SELECT MEDICINAL PREPARATIONS.
ASTRINGENTS, DIARRHŒA & CHOLERA
REMEDIES, &c.

DAKIN'S CHOLERA ELIXIR.—A prolonged experience of this epidemic in India, home and birth-place, has proved beyond all doubt the efficacy of this remedy, which combines in a concentrated form the medicinal agents which have proved most useful in arresting the rapid progress of that fatal malady, and in combating it when developed. Full directions accompany each bottle. Per bottle, \$1.50 and \$3.

Cholera Pills are made from an old, well-tried formula, and are most useful in the early stage of an attack. Per bottle, 50 cents.

Dakin's Chlorodyne is a powerful, Anodyne, and Anti-spasmodic. This reliable remedy has long been used throughout the East as a stand-by in Cholera and Diarrhœa. In bottles, 35, 75 cents, \$1.50 and \$2.75.

Dr. Rubin's Essence of Camphor.—Valuable for simple Diarrhœa, and in the earlier stages of Dysentery and Cholera. Per bottle, 50 cents.

Fluid Extract of Indian-Bael (prepared from the unripe fruit of the *Egle Marmelos*). Of great service in Diarrhœa and Chronic Dysentery. Per bottle, \$1.

Dietetic Bael.—A highly digestible and nutritive diet, particularly recommended in derangement of the digestive organs, looseness, and irritation of the bowels.

This preparation has been in use in India for thirty years, and is there regarded as a specific in Diarrhœa and Dysentery. Per tin, \$1.

DAKIN BROS. OF CHINA, LIMITED.

(Telephone No. 60.)

Nos. 22 & 24, QUEEN'S ROAD CENTRAL.
Hongkong, 1st September, 1890.

WINES AND SPIRITS.



A. S. WATSON & CO., LD.
(ESTABLISHED A.D. 1841.)
HONGKONG.

With invite attention to the following old and famous brands, all of which are of excellent quality and good value for the money. The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best goods at moderate prices.

In ordering it is only necessary to state the name and quantity of Wine or Spirit wanted, and initial letter for quality desired.

Orders through Local Post or by Telegram receive prompt attention.

PORTS. (For Invalids and general use.)

	Per Case.	Per Bottle.
A. Alto Douro, good quality, Green Capsule.....	12	1.00
B. Vintage, Superior quality, Red Capsule.....	12	1.10
C. Fine Old Vintage, superior quality, Black Seal Capsule.....	14	1.25
D. Very Fine Old Vintage, extra superior, Violet Capsule (Old Bottled).....	18	1.50
SHERRIES.		
A. Delicate Pale Dry, dinner wine, Green Capsule.....	6	0.60
B. Superior Pale Dry, dinner wine, Green Seal Capsule.....	7.50	0.75
C. Manzanilla, Pale Natural Sherry, White Capsule.....	10	1.00
CC. Superior Old Dry, Pale Natural Sherry, Red Seal Capsule.....	10	1.00
D. Very Superior Old, Pale Dry, choice old wine, White Seal Capsule.....	14	1.50
E. Extra Superior Old Pale Dry, very fine quality, Black Seal Capsule (Old Bottled).....	14	1.50

	Per Case.	Per Bottle.
CLARETS.		
A. Superior Breakfast Claret, Red Capsule.....	4	4.50
B. St. Estephe, Red Capsule.....	4.50	5.00
C. St. Julien.....	7	7.50
D. La Rose.....	11	12.00

	Per Case.	Per Bottle.
BRANDY.		
A. Hennessy's Old Pale, Red Capsule.....	12	1.10
B. Superior Very Old Cognac, Red Capsule.....	14	1.25
C. Very Old Liqueur Cognac, Red Capsule.....	18	1.50
D. Hennessy's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule.....	24	2.00

	Per Case.	Per Bottle.
SCOTCH WHISKY.		
A. Thorne's Blend, White Capsule.....	8	0.75
B. Watson's Glenlivet Mellow Blend, Blue Capsule with Name and Trade Mark.....	8	0.75
C. Watson's Aboulo-Glenlivet, Red Capsule, with Name and Trade Mark.....	8	0.75
D. Watson's H K D Blend of the Finest Scotch Malt Whiskies, Violet Capsule.....	10	1.00
E. Watson's Very Old Scotch Whisky, Gold Capsule.....	12	1.10

	Per Case.	Per Bottle.
IRISH WHISKY.		
A. John Jameson's Old, Green Capsule.....	8	0.75
B. John Jameson's Fine Old, Green Capsule.....	10	1.00
C. John Jameson's Very Fine Old, Green Capsule.....	12	1.10

	Per Case.	Per Bottle.
GENUINE BOURBON WHISKY, fine old, with Name.....	1.00	
GIN.		
A. Fine Old Tom, White Capsule.....	4.50	0.40
B. Fine Unwatered, White Capsule.....	4.50	0.40
C. Fine A. V. H. Geneva.....	5.25	0.50

	Per Case.	Per Bottle.
RUM.		
Finest Old Jamaica, Violet Capsule.....	12	1.00
Good Lecward Island.....	\$1.50 per Gallon.	

	Per Case.	Per Bottle.
LIQUEURS.		
Benedictine.....		
Maraschino.....		
Cherry.....		
Cherry.....		
Cherry.....		

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to advertisements, notices, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor," and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

DEATH.
At Lancaster, Ohio, U.S.A., on the 26th August, Mrs. MARTHA T. MALLORY, aged 73 years.

OUR DEPARTING COUNCILLOR.
HONGKONG, WEDNESDAY, SEPTEMBER 3, 1890.

EXACTLY twenty years ago ALEXANDER PALMER MACLEWEN came to Hongkong, and for that lengthened period of time he has been identified with the old established firm of HOLLIDAY, WISE & CO. During these two decades Mr. MacEwen has been a very important factor in the political, commercial, and social life of the colony.

A Scotchman of splendid physique, he quickly made a name for himself as an athlete, and for the first half dozen years of his residence he was *facile princeps* as an oarsman and sculler, and on the cricket field and in other branches of sport fairly held his own with the best and bravest. The advance of years and the inevitable increase of adipose tissue—what a deal the easy sort of life one leads in a hot climate has to answer for!—placed the crack sculler on the retired list, and then Mr. MacEwen blossomed out into one of our leading merchants, a prominent member of the Chamber of Commerce, and eventually attained the high honour of representing the Chamber in the Legislative Council. And all the time he was a keen supporter of those sports and pastimes which have made Britons famous all over the world. The Victoria Recreation Club has much to thank him for; at our annual Regattas he was always to be found with his experienced counsel and liberal aid; when a man was short in an important cricket match, MacEwen was almost always available; the "violet jacket, white sleeves and cap" was a popular if unlucky banner at our annual racing carnivals in the Happy Valley; and the now prosperous and prospering Golf Club owes much to his energy and devotion to the grand old game. Of Mr. MacEwen's commercial career in this colony it is scarcely necessary to speak; he has carried his good name unsullied through troublous times more than once, and in no small degree has proved invaluable to the firm with which he has been so long connected. As a public man he has, during his comparatively short career in the Legislative Council, done excellent service both for the interests assumed to be represented by the Chamber of Commerce, and for the community at large. He has eschewed toadyism to anyone; he has worked hard for the public interest, and his manly independence has secured him wide-spread popularity.

The Hon. A. P. MacEwen leaves Hongkong to-morrow for London, where his future lot will be cast, and before he leaves his numerous friends and admirers will meet at the City Hall at 12.15 p.m., to publicly show some slight appreciation of his worth by presenting him with a piece of plate as a souvenir of the colony where the best years of his life have been spent, and in recognition of the useful work he has done both in his capacity as unofficial legislator and as a private member of society. Mr. MacEwen is fairly entitled to all the honors the community can bestow on him, and we are paying him no empty compliment in saying that by his departure Hongkong loses a most useful man whose place will not easily be filled. *Vale!*

TELEGRAMS.

THE GREAT STRIKE IN AUSTRALIA.
LONDON, September 1st.
A demonstration has occurred in Melbourne in which forty thousand strikers took part. The excitement has somewhat calmed down, but trade is reported to be at a standstill.

LOCAL AND GENERAL.

TO-NIGHT the "Military Mummies" will give their second performance of "The Ticket-of-leave Man," at the Garrison Theatre. There was a full house on Monday night, at the first representation, and equal success to-night may be taken for granted.

We would direct the attention of our readers to the appeal from the Superiress of the Italian Convent, published in our advertising columns. The object sought to be attained is a most deserving one, and we are sure that the worthy lady's appeal will not be made in vain.

A new shell has lately been invented by an Austrian for the purpose of scattering oil over the waves during a storm. It is a wooden cylinder lined with shellac to keep the oil from penetrating the wood, and it carries in addition a calcium light, which illuminates the water for a considerable distance.

Look after your watches! The police are prosecuting an apparently vain search for a gold watch and chain and set of gold studs worth, in all, about \$300, which a rascally member of the light-fingered fraternity abstracted from the bedroom of Mr. Fisher, 10 Duddell street, on Monday night. It is supposed that the thieves got to Mr. Fisher's house by climbing up the scaffolding which is erected there in connection with general repairs that are going on just now. Another gold watch was recovered to-day by Detective Sergeant Haddon.

THE British Warehouseman announces that a process is now known which will work glass into cloth, of any color or thickness, and incombustible. We wonder if it is transparent!

AN American contemporary states that Judge J. P. Smith of Fort Worth, who is now worth \$1,000,000, once walked from Kentucky to Texas because he did not have enough money to pay his passage.

SOCIETE FRANCAISE DES CHARBONNAGES DU TONKIN.

An extraordinary meeting of the shareholders of the above Company was held at noon to-day at the offices, for the purpose of passing several special resolutions. Mr. Bavier-Chauffeur presided, and the Hon. C. P. Chater, Hon. J. J. Keswick, Messrs. T. Whitehead, H. N. Mody, A. G. Morris, D. Nowojew, M. Grote, T. I. Rose, J. Eckel, E. Solomon, and C. George (secretary) were present.

The Chairman, according to French form, announced that the shareholders present represented 6,199 shares, value 3,095,000 francs, and equal to 205 votes. The two principal shareholders—Mr. Chater and Mr. Mody—were invited to act as scrutineers, and Mr. Grote as secretary. He then said—

The reason this meeting has been convened is to submit to your approval a scheme to authorize the issue of debentures to the amount of \$600,000, in 6,000 debentures of one hundred dollars each, Haiphong currency, which loan will bear interest at the rate of eight per cent. per annum and be secured by the hypothecation of the property of the Company. At our last meeting on the 21st May, we drew your attention to the fact of our capital having been exhausted, and we informed you that your Directors were already considering the means of meeting the requirements of the Company for the continuation of the work. We have since arrived at the conclusion that the most suitable and practical way to meet our wants would be to raise the money required by way of a loan, and mortgage the property, which will gradually be paid off from our revenue. The proposed mortgage of the property, which will only be upon the Company's liability which will only be temporary. The extreme limit for the redemption has been fixed at six years, from 30th September 1890, it being left to the discretion of your board to anticipate such reimbursements and to such amount as they may think fit from the 30th September 1891. I now have the pleasure to submit to your approval the following resolution—

"This extraordinary general meeting of shareholders authorizes the issue of 6,000 debentures of 100 dollars each, Haiphong currency, at 8 per cent. interest, to be paid off within six years from the 30th September, 1890. The meeting leaves it to the discretion of the Board of Directors to fix the dates of such issues and their respective amounts. The Board of Directors to have the option of paying off part or whole of the above loan at any time between the 30th September 1891 and the 30th September 1896 by giving three months notice in the local press of Haiphong and Hongkong of their intention so to do by way of drawing on the loan."

Mr. Chater seconded, and it was agreed to. The Chairman then proposed "That this extraordinary general meeting of shareholders authorize the hypothecation of the mines and the property belonging to the Company as guarantee of the loan agreed upon, and gives full power to Mr. Bavier-Chauffeur, managing director of the Company, to pass and sign any acts or deeds necessary to that effect."

Mr. Keswick seconded, and the motion was carried.

The Chairman then proposed a number of modifications of the Articles of Association, as recommended by the directors. The first was to alter the registered head office from Haiphong to Hongkong; the next altered the status of delegate directors; the third reduced the time for sending a copy of the Commissioners' report to France from forty days before the meeting to twenty, for convenience, and a similar change was made in the length of public notice of such meeting. The changes were all agreed to unanimously, and the proceedings then terminated.

BRITISH MERCANTILE MARINE OFFICERS' ASSOCIATION.

At an ordinary meeting of the British Mercantile Marine Officers' Association, held at the Marine Hotel last night, it was unanimously decided that the alleged grounds upon which the shipowners of Australia had refused to accede to the demands of the Mercantile Marine officers—namely, that owing to competition in the coasting and inter-colonial trade they were running their steamers at a loss, even under the most favorable circumstances, was an absolutely ridiculous defence, seeing that the competition complained of by them was owing to their folly in not amalgamating with a view to keeping up freights.

For this suicidal policy of owners, the Chairman said, the officers should not continue to suffer any longer, and therefore, taking all the circumstances into consideration, the officers had no other course open to them but that which they had adopted—a general strike. As to the demands of the shipowners, the officers should sever their connection with the Federal Trades Union, it was arbitrary in the extreme, and an insult not only to the Officers' Association but also to all the trades unions throughout Australia. There could therefore be little wonder that the other unions had full sympathy with the officers who had "gone out" on strike and thereby paralyzed trade.

The Chairman then announced that during the current month there would be a conference at Liverpool between the representatives of Great Britain of Ship-owners and Officers of Great Britain, and the Shipowners' Association, with a view to reforming the condition of those who "go down to the sea in ships," including the establishment of a system of three watches to be strictly maintained on board all British ships of over 300 tons register, as also an increase of pay, would be deliberated upon. (Applause.) He urged members to stand steadfast in the cause, use their influence to enrol more officers in all parts of the Orient, and to mark British officers sailing out of Hongkong as the most loyal and forbearing of men under, occasionally, very trying circumstances. Patience was a virtue which the British officer in Eastern Seas had shown himself to be possessed of in no small degree, and he felt sure that the day could not be very far distant when the grievances of officers in this part of the world would meet with the just consideration of both owners and legislators. Patient perseverance in well-doing was all that was needed for the present; but a few days, at the outside a few weeks, would determine the question whether or not officers of British ships were to be mere slaves, Britons boasted of their rights, their freedom, their privileges; but that it was neither a right nor a privilege for officers to have but four hours below at sea in which to sleep, to eat, to smoke and to write up their logs, there should be no doubt, either amongst owners or legislators. That it was neither a right nor a privilege to labour on the sea for three months, to be obliged to labour on the sea when in port, also went without the saying. It was, in fact, a disgrace to our boasted civilization—a disgrace with

which he, the speaker, had often been taunted by intelligent Chinese and Indians.

With the announcement that next Tuesday the President (Capt. S. Ashton) would, in all probability, favour the members with his welcome presence, and a cordial vote of thanks to the Chairman, the meeting closed.

THE ACCIDENT TO CAPTAIN PATERSON.

Lieut. Sutherland, writing to Major Hannay from Negri Sembilan, under date 6th ult., sends the following details of the accident to Captain Paterson, which appear in the *Regimental News*—

Dear Major—I have this morning sent a telegram to Malacca, to be wired on to you, informing you of an accident to Captain Paterson, which no doubt you will receive all right. The news, much exaggerated, is all over the country here, and I thought it as well to wire in case somebody else, thinking it a good para. for Hongkong papers, might write it up from Singapore. The Colonial Surgeon, who took my telegram down knows Paterson's people and will write to his father by first mail; as there is no danger we have not considered it necessary to telegraph. As regards the accident, the circumstances are briefly as follows—

At 6 a.m. on the 27th July, we left our temporary camp to go down stream, on our way to our head-quarters, about 25 miles off. After three hours' paddling we found elephant tracks that morning, which we at once started to follow up. We halted after three hours' hard walking, and as we did not appear to be catching up the elephant, decided to make our way back to our camp and breakfast.

Taking a different direction we had only gone a few hundred yards when we found we were right on the top of the elephant. P. took the four bore, and I a double twelve, and in a few minutes we were in sight of him feeding away from us; P. was to have the first shot. The beast went zigzagging about, pulling down a branch here and there, and once I think I could have shot him, while I stopped for a minute thinking the beast was coming back to me, P. went on and I lost sight of him. A minute after there was a crash and a terrific trumpeting; I knew the beast had wound up, and stopped for P. to fire before I expected the brute would bolt. P. called out to me by name, but in an ordinary tone of voice, and believing him to be merely a caution, and that perhaps he meant the elephant was coming my way, I did not answer. A second later there was a cry of "Help." The Malays and I shouted out; another crash through the jungle, and the elephant, a small one, with tusks not more than 2 or 3 feet long, was standing in the open before me at about 25 paces. I gave him both barrels and I believe wounded him badly, but have had no opportunities of finding out. I at once ran up, though out of sight, and found him lying under a tree, white as a sheet, with a lot of blood coming from his left leg. I gave him whiskey and since then have gathered the following particulars—

Having got close up to the elephant he aimed and pulled, but the cartridge missed fire; elephant at once charged; he looked round for gun and bearer not there; reloaded, and saying to himself, one shot for life, waited till the elephant was within 5 yards, when gun missed fire again; he struck him over the head with rifle; left tusk caught him on left upper thigh and spun him round; elephant then drove tusk clean through left thigh, luckily outside bone, right tusk cutting his head slightly over right ear, and attempted to crush him, which P. prevented by hanging on to right tusk. Then, I imagine, our shouts frightened the beast and he flung P. away and bolted. I banded wounds up with strips of my shirt, and keeping our head tracker, Suntu, a most excellent man and sportsman, with us, I despatched the other three to find praus and bring up food, etc., and more coolies to carry P. to camp. This was about 12.45. We had each had a cup of cocoa in the morning, but nothing solid since the night before; we had no biscuits with us; there was no water and I had nearly half a bottle of whiskey in my flask. About a Suntu said it was going to rain and made a shelter of palm leaves, under which we made a move and sat down to wait for the coolies, whom I expected about 4. We had a heavy thunderstorm, which was most lucky, as P. had a raging thirst and we were able to get him some water to drink. The coolies did not appear till 11 a.m. the following morning. The horrors of that night in jungle without water, and P. asking for it all the time, are more than I can attempt to describe to you. About 7 a.m. Suntu found water, and we were able to keep P. well supplied after that. Coolies brought food, but nothing P. could touch except a little cold gravy and some brandy. We made a litter and started at 11 to carry him 6 miles to the river. Four men in front cut the way, and we got through well, considering all the things. Then down stream about 8 of an hour till I found a suitable spot for camp and was able, about 10 hours after the accident, to wash P. and dress his wounds. Following morning at daylight I sent one prau up stream with letter to Lister there, and another down to Hall at Tampin, asking for doctors. I had a house built over P., the kajang shed in which we were, and waited for assistance. Washed wounds twice daily and kept P. going with soup, eggs, and lime juice. Merfildly we had bandages, and carbolic oil with us, and when 3 days after the accident we got our stores up from our head-quarters, plenty of carbolic acid, with which I washed the wounds. After waiting 4 days and hearing nothing about doctor, we decided to go up stream and make our way here. Left camp at 5 p.m. and August in large covered prau, and travelled four hours. Tied up for the night and started again at daylight. At 2.30 p.m. met apothecary from Tampin coming down stream to meet us, who, after examining P., said he considered him in a wonderfully good state, considering. He dressed wounds again, using iodoform, which I had, but had not used. We travelled till dark and after some difficulty arranged with Malays to go on when moon rose. Left 1.30 a.m. and arrived at Jempul, 10 miles from here, at 6 a.m. 4th. After keeping us waiting some hours police corporal reported that we could not procure coolies; and we had to stay all day in the police station, a fairly comfortable house, sending on to Lister to warn him of our arrival and ask for men. About 3.30 P. Hood from Malacca turned up, and his arrival had a very good effect, P. having known him at home. For the first time the wounds were properly washed out and syringed, and found in a very good condition, and free from smell. Left Jempul 8 a.m. yesterday and took 8 hours to do the 20 miles blazing run and rough track. Kept P. up with champagne, eggs, and brandy. From here we are making our way down to Singapore, via Malacca.

THE FLOODS IN WESTERN SHANTUNG.

Mention was made in these columns some days ago, of two breaks in the Grand Canal which took place during the second week in July, one of them being just at the south suburb of the city of Wucheng, and the other below

Techou. They were remarkable for the season of the year in which they took place, the time being within the fifth moon, when such catastrophes are almost wholly unknown. It is also a strange and thus far an unexplained circumstance, that these breaks took place when the Canal was only half full of water, an occurrence which, so far as we can learn, is wholly unprecedented. This fact has given rise to all sorts of rumours that the breaks were made by design, though no one can explain to whose interest it could be to have them occur. The facts connected with the break near Wucheng when apprehended in all its bearings, are a kind of window which lets in a great deal of light upon the relation of the local government to the people of China and upon the relation of those people to one another. In order to understand the circumstances, a few words of explanation are necessary with regard to the topography of the country. The Grand Canal is an artificial water-way extending from Hangchow in the Chekiang province, to the city of Linch'ing in Shantung. At this point the canal enters the W river, although the latter is ordinarily called by the Chinese the Imperial river (Yü ho), or the Grain Transporting river (Yün-liang ho), throughout all its course to Tientsin. The general course of this stream is to the east, through the province of Shantung and Chihli, from south-south-west to north-north-east. On the right bank of the river, beginning at a point near Techou in north-western Shantung, runs a bank having a general direction parallel to that of the river bank, varying from a few li to a width of sixty li, or even more. This bank crosses the real Canal at Linch'ing, and runs south-westerly parallel with the river, being lost sight of in a distant part of Honan. The land between the river and this bank is much lower than the bank itself, and is, in fact, a depression as if it had once been the bed of a great lake. The bank is evidently very ancient, and all trustworthy traditions as to its origin are lost. One of the tales in popular currency is that this is a relic of the late Chin Shih-huang, the same who abolished the feudal system, unified China, "burnt the books, pitted the scholars," (*Fen shu K'eng ju*) and built the Great Wall. These several achievements are enough for any one emperor; without aspiring to construct a bank the ruins of which are difficult to comprehend. To the modern and non-philosophical Chinese it is sufficient to remark in a *nonchalant* way that it was built to keep out the Yellow River on the south, and the Tartars on the north. However this may be, the region enclosed constitutes a great depression, thickly sown with villages, and in case of a break of the Yünliang river, is liable to destructive inundation. The variations of level within this district (which is locally known as "Under-the-Bank") are so great, that some of the villages may be wholly drowned out, while those fortunate as to be a little higher suffer no damage. In every year of more than the average rainfall, this unfortunate region is liable to flood. Those villages which are situated "on the bank" when the water is high, with the floods to drain down to the flats below. This the villages which are situated on the edge of the bank, most of the land belonging to which is "below the bank" are resolved to prevent. The result is not infrequently fights and lawsuits of portentous proportions. The city of Wucheng, on the right bank of the Canal, is only a few miles from the low region, and eight-tenths of the villages which it governs are in a very low and exposed place. Adjoining them on the south-east, is the district of Hsia-chin, to the north-east that of Enhsien. At this point lies the old bed of a "Sandy River" which is probably one of the numerous depressions through which the waters of the Yellow River have in former days emptied themselves. The situation of Wucheng is a very bad one, from an engineering point of view, for the river, coming round a sharp bend, is peculiarly liable to the "cutting" of the bank at this place. This must have happened many times in past ages, and before the present instance has apparently occurred twice during the present century. Upon one of these occasions, the historical details of which are not now clearly remembered, the Enhsien people succeeded in getting the right granted officially, to make a bank across this sandy river, thus saving their expansive flat from inundation. It is this bank which has made endless trouble to those on both sides of it. Five years ago, although the Canal did not actually break, a great amount of water washed over the bank at this point, and this, united with the phenomenally heavy rains, inundated the eighteen villages of Wucheng. The villagers of the latter undertook to cut through the bank, so as to let out the water upon Enhsien land. A large number of villagers from the latter district were guarding the bank, and the result was a serious battle, and the loss of several lives. The chronic hostility between the men of these adjacent districts was bitterly aggravated by the long-protracted lawsuits which resulted.

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At 6 a.m. on the 27th July, we left our temporary camp to go down stream, on our way to our head-quarters, about 25 miles off. After three hours' paddling we found elephant tracks that morning, which we at once started to follow up. We halted after three hours' hard walking, and as we did not appear to be catching up the elephant, decided to make our way back to our camp and breakfast.

Taking a different direction we had only gone a few hundred yards when we found we were right on the top of the elephant. P. took the four bore, and I a double twelve, and in a few minutes we were in sight of him feeding away from us; P. was to have the first shot. The beast went zigzagging about, pulling down a branch here and there, and once I think I could have shot him, while I stopped for a minute thinking the beast was coming back to me, P. went on and I lost sight of him. A minute after there was a crash and a terrific trumpeting; I knew the beast had wound up, and stopped for P. to fire before I expected the brute would bolt. P. called out to me by name, but in an ordinary tone of voice, and believing him to be merely a caution, and that perhaps he meant the elephant was coming my way, I did not answer. A second later there was a cry of "Help." The Malays and I shouted out; another crash through the jungle, and the elephant, a small one, with tusks not more than 2 or 3 feet long, was standing in the open before me at about 25 paces. I gave him both barrels and I believe wounded him badly, but have had no opportunities of finding out. I at once ran up, though out of sight, and found him lying under a tree, white as a sheet, with a lot of blood coming from his left leg. I gave him whiskey and since then have gathered the following particulars—

Having got close up to the elephant he aimed and pulled, but the cartridge missed fire; elephant at once charged; he looked round for gun and bearer not there; reloaded, and saying to himself, one shot for life, waited till the elephant was within 5 yards, when gun missed fire again; he struck him over the head with rifle; left tusk caught him on left upper thigh and spun him round; elephant then drove tusk clean through left thigh, luckily outside bone, right tusk cutting his head slightly over right ear, and attempted to crush him, which P. prevented by hanging on to right tusk. Then, I imagine, our shouts frightened the beast and he flung P. away and bolted. I banded wounds up with strips of my shirt, and keeping our head tracker, Suntu, a most excellent man and sportsman, with us, I despatched the other three to find praus and bring up food, etc., and more coolies to carry P. to camp. This was about 12.45. We had each had a cup of cocoa in the morning, but nothing solid since the night before; we had no biscuits with us; there was no water and I had nearly half a bottle of whiskey in my flask. About a Suntu said it was going to rain and made a shelter of palm leaves, under which we made a move and sat down to wait for the coolies, whom I expected about 4. We had a heavy thunderstorm, which was most lucky, as P. had a raging thirst and we were able to get him some water to drink. The coolies did not appear till 11 a.m. the following morning. The horrors of that night in jungle without water, and P. asking for it all the time, are more than I can attempt to describe to you. About 7 a.m. Suntu found water, and we were able to keep P. well supplied after that. Coolies brought food, but nothing P. could touch except a little cold gravy and some brandy. We made a litter and started at 11 to carry him 6 miles to the river. Four men in front cut the way, and we got through well, considering all the things. Then down stream about 8 of an hour till I found a suitable spot for camp and was able, about 10 hours after the accident, to wash P. and dress his wounds. Following morning at daylight I sent one prau up stream with letter to Lister there, and another down to Hall at Tampin, asking for doctors. I had a house built over P., the kajang shed in which we were, and waited for assistance. Washed wounds twice daily and kept P. going with soup, eggs, and lime juice. Merfildly we had bandages, and carbolic oil with us, and when 3 days after the accident we got our stores up from our head-quarters, plenty of carbolic acid, with which I washed the wounds. After waiting 4 days and hearing nothing about doctor, we decided to go up stream and make our way here. Left camp at 5 p.m. and August in large covered prau, and travelled four hours. Tied up for the night and started again at daylight. At 2.30 p.m. met apothecary from Tampin coming down stream to meet us, who, after examining P., said he considered him in a wonderfully good state, considering. He dressed wounds again, using iodoform, which I had, but had not used. We travelled till dark and after some difficulty arranged with Malays to go on when moon rose. Left 1.30 a.m. and arrived at Jempul, 10 miles from here, at 6 a.m. 4th. After keeping us waiting some hours police corporal reported that we could not procure coolies; and we had to stay all day in the police station, a fairly comfortable house, sending on to Lister to warn him of our arrival and ask for men. About 3.30 P. Hood from Malacca turned up, and his arrival had a very good effect, P. having known him at home. For the first time the wounds were properly washed out and syringed, and found in a very good condition, and free from smell. Left Jempul 8 a.m. yesterday and took 8 hours to do the 20 miles blazing run and rough track. Kept P. up with champagne, eggs, and brandy. From here we are making our way down to Singapore, via Malacca.

THE FLOODS IN WESTERN SHANTUNG.

Mention was made in these columns some days ago, of two breaks in the Grand Canal which took place during the second week in July, one of them being just at the south suburb of the city of Wucheng, and the other below

Techou. They were remarkable for the season of the year in which they took place, the time being within the fifth moon, when such catastrophes are almost wholly unknown. It is also a strange and thus far an unexplained circumstance, that these breaks took place when the Canal was only half full of water, an occurrence which, so far as we can learn, is wholly unprecedented. This fact has given rise to all sorts of rumours that the breaks were made by design, though no one can explain to whose interest it could be to have them occur. The facts connected with the break near Wucheng when apprehended in all its bearings, are a kind of window which lets in a great deal of light upon the relation of the local government to the people of China and upon the relation of those people to one another. In order to understand the circumstances, a few words of explanation are necessary with regard to the topography of the country. The Grand Canal is an artificial water-way extending from Hangchow in the Chekiang province, to the city of Linch'ing in Shantung. At this point the canal enters the W river, although the latter is ordinarily called by the Chinese the Imperial river (Yü ho), or the Grain Transporting river (Yün-liang ho), throughout all its course to Tientsin. The general course of this stream is to the east, through the province of Shantung and Chihli, from south-south-west to north-north-east. On the right bank of the river, beginning at a point near Techou in north-western Shantung, runs a bank having a general direction parallel to that of the river bank, varying from a few li to a width of sixty li, or even more. This

district, and various rumours are afloat as to what was said at the interview. It is reported that the former cited the proverbial philosophy of his country in the phrase, "When water comes, stop it with earth; when rebels come, stop them with troops;" to which the other replied with the equally conclusive aphorism, "Let water take its course." (*jen shui tau lu*). Each of these principles is at different times acted upon by the Chinese authorities, so that each may claim to have law and precedent on its side. The result is the chaos of conflicting interests. The great flat is subdivided by lesser banks, which in past times have been thrown up in different directions to prevent a partial inundation from becoming a general one. Whenever the use of such division banks becomes apparent, the same phenomena exhibited at the main bank are exhibited also at the lesser ones. Those who live on the side which is higher are determined to raise the bank; those on the opposite side are resolved to cut it, and the inevitable result is a series of fights, in which the banks are ultimately cut, as it is always easier to destroy than to preserve. If due measures had been taken by the district magistrates in advance, proclamations posted, and a small body of say fifty soldiers camped at the bank, by the Eshien official, it is thought that all this irregular and wasteful skirmishing might have been wholly prevented, and the ill will also, which is certain to result in similar fights and disasters in generations to come. But each official thinks that he has enough to do to attend to the countless *de facto* fills which are forced upon his attention, without going out of his way to prevent others which may not come until he has been transferred to some better post. Thus in all departments of the government, "laissez faire" is the real ruler of China. To increase the miseries of the poor people, victims of circumstances, and of such an absence of system, there have been again many unusually heavy rains, added to all that went before, have made this part of the province a wilderness of water. The village in which these lines are written is at this moment surrounded with an unbroken sheet of water, flowing with a strong current and for the past two days steadily rising part of the time at the rate of an inch an hour. Thick earthen ramparts and heavy gates are melted down by its destructive course, and the foreign hospital is in danger of being put in soak. Yet all this might at any time be stopped at once, by letting the unregulated floods down into the "under-the-bank" region, which is already flooded, as above described. But such a disposition of the waters would not suit the villages on the edge of the bank, although their land is certain in any event to be fatally swamped within forty-eight hours, and a little more water would make no difference. They have closed all the avenues of escape, acting not on the maxim, "let water take its course," but upon the rival aphorism, "when water comes, stop it with earth." Their village is a large one, and ours is small. There is a vivid recollection of a similar state of things thirty years ago, when our village cut the dyke, and was prosecuted at law, lost its case, and had to apologise by expensive theatricals. Warned by this experience, our village will neither try to let the water out, nor to stop its advance, but will let it be done by two hours' work of a few men plugging up a deep cut, miscalled a road, by which this water is distributed in all directions. To dam it up would be to incur the hostility of those villages which would thus be more deeply drowned, all of which are impressed with the correctness of the axiom, "let water take its course." Our village is connected with nearly all the families in the nearest of these half-drowned villages, by a tangle of marriage alliances, and the ill-will and law suits, so to speak, are more dreaded than the water, so nothing is done. Other villages, beyond ours, do not, however, take this view of the case and have stopped all the roads, apply called road gutters, and being thus caught in a pocket are left to soak, until the water subsides, which will not be for at least a month, even if the water does not rise higher, and no more heavy rains follow (both very uncertain conditions, as we are only one-third through the sixth moon). In a perfectly flat country, it is a matter of constant surprise, whence such torrents of water come. An old course of the Yellow River, far away, is the source through which the floods are distributed, rising till they come to the "highway" from Tientsin to the south, which being lower than any other part of the country, acts as a perfect canal. The country abounds in the deep cuts, just mentioned, once level roads, and as no one not immediately threatened ever stops these up, no matter what the extent of the flood, each one of them in turn acts as a small canal to facilitate the distribution of the overflow. By this judicious means, devastation and ruin are brought within the reach of the poorest village, and a great deal of them cannot expect to escape. A report is in circulation that a part of the floods came from the Chao Wang river, one of the larger escape pipes of the Grand Canal. As there are fish several inches long in the lakes outside our large gate, this theory assumes a certain plausibility. The effect of all this upon the average of the crops, can not yet be foreseen, but the special result in limited districts must be great misery. It is remembered with dismay that in the great flood of 1852, the region under the bank was watered more or less for six years, and most of the population became refugees to some favoured districts. The floods are generally followed in the succeeding season by a plague of grasshoppers, which it is firmly believed, are developed from the spawn of the fish. The Chinese are never logical, and are frequently incurious and stolid, but when they do undertake to give reasons for phenomena the causes of which are unknown, it will go hard but they will succeed in the attempt. —*N. C. Daily News*.

In the spring at sowing time the witch goes round the country everywhere in search of a bride. If there be any one that looks at a wife, then she says she should become the wife of the Earl. Those unwilling have to buy their freedom by much money and get her to go elsewhere. But the poor have no help but to give up their daughters. The witch set up a great Palace on the banks of the river, spreads it with carpets and hangs it with curtains. The Bride is bathed and dressed in bridal array and lives in the Palace. Then a lucky day is chosen. A boat of reeds is made, and on that day she enters this boat, and after floating for some few miles sinks. The people deplore this expense, and are in dread of their daughters being chosen for the Earl of the River, therefore they send them secretly away, and that is why this city is so empty and desolate. The Prefect asked: "Did you ever have floods here?" "As we sacrifice a bride annually we have not offended the Earl of the River. Besides the city is both high and far from the river. We often have droughts." The Prefect said: "As the god is protecting you, when you give the bride I want to come and send her too and pray for you." When the time came the Elders informed the Prefect. He put on his best robes and went in person to the river side. All the city officers, the Superintendent of Police, and the district chiefs and village leaders were all present, as well as the people from all quarters far and wide. There were altogether many thousands of spectators. The Superintendent of Police and the leaders led the Chief Witch before the Prefect. She was attended by over twenty young women richly dressed with silks and ornaments all perfumed. The Prefect said: "May I trouble you, the Chief Witch, to let me see the Bride of the Earl of the River?" The old Witch ordered one of her maids to fetch her. The Prefect saw her new clothes and stockings, but observed that she was not beautiful, but quite ordinary. Then he said to the Chief Witch and to the Superintendent of Police: "The Earl of the River is a noble God. If the bride is not beautiful she will do for him. This Bride is common; we will select a better one for him. May I trouble the Chief Witch to go and report this from me to the Earl of the River?" With this he ordered his soldiers to throw the Chief Witch into the river. At this all changed their countenances and were very much alarmed. The Prefect sat silent for a long time and then said: "The Old Witch is incapable of managing this business. She has gone to the river this long time and has not returned with any reply. Let one of her young women go after her and tell her to return quickly." And with this the soldiers threw one of them also into the river. But as the too was long returning he sent, once by one, three of them after the old witch, with the same result. Then the Prefect said: "These are women and cannot speak properly. May I trouble the Superintendent of Police to go into the river and explain matters clearly to the Earl?" When this officer was about to make excuses the Prefect sternly said: "Go at once and come back to let us know what the Earl says. Immediately the soldiers on the right and the left, without letting him speak, threw him into the river. All the onlookers put out their tongues in terror. The Prefect stood looking at the river most earnestly for about two hours without saying a word. Then he turned round and said: "The Superintendent of Police is too old; we must get his sub-officer and the country chiefs." These were so frightened their faces became black with fear, perspiration ran down their cheeks and shoulders. They all fell down on their knees, and knocked their heads against the ground so that the blood covered their faces, and would not get up from their knees. The Governor then said: "Wait a little." All the people trembled with fear. After a pause he said: "The water flows along and never returns. Where is the Earl, who destroys the people's daughters? Your sin is great, and you should give life for life." Then all the people fell on their knees, knocked their heads against the ground and said: "True O Prefect, but it was the Witch who deceived us, not these men." The Prefect said: "The Witch is dead. Hereafter one says that the Earl wants a wife he shall be milder than I shall be sent into the river to consult with the Earl." He commanded the officers and country chiefs to refund all the money falsely appropriated to the people, and told the Elders to look for old bachelors and give the wards of the old witch to them for wives. Thus ended witchcraft there. The people have made the Prefect immortal by their songs of praise to him. —*Chinese Times*.

Today's Advertisements.

NOTICE.
THE Interest and Responsibility of Mr. ALEXANDER PALMER MACLEWEN in our Firm in Hongkong and China ceased on the 30th June last by mutual consent.
HOLLIDAY, WISE & Co.
Hongkong, 3rd September, 1890. [1255]

NOTICE.
I HEREBY beg to notify the Public that I have appointed Messrs. EDWARD BENNETT & BROTHER, No. 25, Great George Street, New York, Sole Agents for the sale of my goods, such as CIGARETTES, CIGARETTES, CIGARETTES, SWEETMEATS, etc., in the United States of America.
CHY LOONG, Canton.
Canton, 1st September, 1890. [1254]

MARRIAGE OF THE EARL OF THE RIVER.

A few centuries before Christ, at Yeh, there was a Prefect whose name was Pao Shi-men. When he arrived at his post he found the place desolate and almost deserted. He called the Elders and asked what was the cause of this. The cause is the marriage of the Earl of the River. The Prefect said: "This is a strange thing indeed. How does the Earl get married? You may tell all freely to me." They then said: "The River Chang comes from Ku Yen and passes Sha Ching towards the east. Where it passes our place it is called river Chang. The Earl of the River is the God of the river. The God is fond of beautiful women, and requires a new wife every year. If one is chosen for him then he will protect and grant them an abundant harvest and subside rains. If not, the God becomes angry, floods the land and drowns the people." The Prefect asked: "Who are the leaders in this matter?" The Elders replied: "The witch of this city, and being afraid of floods we dare not disobey. Every year the country chiefs and Superintendent of Police and the witch raise fabulous sums of money. They spend hundreds of thousands of taels on the marriage of the Earl of the River and the rest they divide among themselves." The Prefect asked: "Do the people allow this to go on without protest?" The Elders replied: "The witch attends to prayers to the Earl. The Superintendent of Police and the sub-officers go about to get money, and as it is for the public good they do it gladly. There is another trouble,

Intimations.
HONGKONG TRADING CO., LTD.,
(LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)
NEW GOODS
FOR
EARLY AUTUMN.
In all Departments.
HONGKONG TRADING CO., LTD.
(LATE THE HALL & HOLTZ CO. Co., Ltd.)
Hongkong, 30th August, 1890. [1253]

MARINE HOTEL
HONGKONG.
THE Undersigned begs to notify the Public of Hongkong and the Coast Ports, that THE MARINE HOTEL is NOW OPEN.
THIS FIRST-CLASS HOTEL is situated on the Praya West, opposite the Old P. & O. Wharf, and is newly built after the designs of the Largest European Hotels—the BEDROOMS, BATH-ROOMS, &c., are commodious, well ventilated and well furnished, and are suitable for Single or Married Persons. THE DINING ROOM is large and looks on the Harbour.
THE TABLE D'HOTE will be supplied with the best of the market can provide.
THE BAR and BILLIARD ROOMS are on the Ground Floor, and are fitted up in superior style. ENGLISH and AMERICAN TABLE WINES and LIQUORS of the best qualities and Brands only will be supplied.
The Undersigned therefore begs the patronage of the Public, hoping to give every satisfaction.
JAS. EDWARDS, Proprietor.
Hongkong, 11th August, 1890. [476]

PURE ICE.
IN two to three minutes, by the Pulsometer, Engineering Co.'s Champion Hand Ice Making Machines.
NO FREEZING POWDERS REQUIRED.
Will Ice Carafes in one minute, and make Block Ice and Ice Cream, Ice sparkling Wines, Soda Water, Beer, etc.
The No. 1 Machine is very portable and compact. Measurements 4' by 18' by 12'.
The No. 2 Machine can be seen and tried and prices ascertained at the Office, No. 12, D'Agular Street.
All Machines tested by actual Ice-making before delivery.
G. RENNIE STEWART, Agent, Hongkong.
Hongkong, 28th August, 1890. [1231]

JOHN & ROBT. HARVEY & Co.,
DUNDASHILL DISTILLERS, GLASGOW.
Established 1770.
SCOTCH WHISKIES.
Finest Pure Malt Scotch Whisky.
O.H.M. Old Highland Malt Whisky.
F.O.S. Fine Old Scotch Whisky.
V.O.S. Very Old Scotch Whisky.
MESSRS. HARVEY & Co.'s Pure Malt Whiskies have for over fifty years commanded the largest sale in the English Market. OF ANY WHISKY made in Scotland, and being thoroughly matured in Sherry Wood are very mild and mellow, and are confidently recommended where a Pure, Wholesome Spirit is desired.
Over one million Gallons produced annually.
For Prices and Samples, apply to
G. RENNIE STEWART,
12, D'Agular Street, Hongkong.
Sole Agent for China and Japan.
Hongkong, 28th August, 1890. [1229]

G. RENNIE STEWART,
MANUFACTURERS' AGENT AND GENERAL COMMISSION MERCHANT,
12, D'Agular Street, Hongkong.
AGENT FOR
J. & R. HARVEY & Co., Dundashill Distillers, Glasgow.
McKenzie, Driscoll & Co. Wine Shippers, Jerez de la Frontera, and Oporto.
Valencia Iron & Steel Co., Glasgow.
Pulsometer Engineering Co., London, Ice Machines.
Wilson & Baird, Engineers' Ironmongers, Glasgow.
Boyd & Robertson, Tweed Mills, Selkirk.
Clark Brothers, Tweed Mills, Galashiels.
Estimates given for supplying and fitting up Machinery for Mills and Factories.
Illustrated Catalogues and Price Lists for all kinds of Engineering Machinery, Soda Water Machinery, Steam and Hand Sawing Machines and Wood Working Machinery, Bottling and Corking Machines, Canning Stoves and Ranges, Lamps, etc., Canned Goods, Felt and Pith Hats and Hosiery, Paints, Oils, Varnish, Enamels, etc., etc.
Samples of Wines, Spirits, Woollen Goods, Linoleum, Floor Cloth, Machinery, Belting, Leather, Rubber, and Patent Tanned Hair, Patent Scandinavian Belt, Guides, Engine Packing, Rubber Sheets, Valves and Washers, etc., etc. can be seen and prices ascertained at the above address.
The Pulsometer Engineering Co.'s No. 1 Champion Hand Ice Making Machine can also be seen and tried.
Hongkong, 28th August, 1890. [1230]

NOTICE.
THE STEAM LAUNCH COMPANY, LIMITED.
THE Third Ordinary Half-yearly MEETING of SHAREHOLDERS will be held at the Company's Office, 9, Praya Central, on THURSDAY, the 11th September, 1890, at 4 P.M.
The TRANSFER BOOKS of the Company will be CLOSED from the 1st to 11th September, 1890, both days inclusive.
By Order, A. G. GORDON & Co., Ltd., Managers.
Hongkong, 1st September, 1890. [1249]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
THE Offices of the above Company are this day REMOVED to—No. 2, Queen's Road Central, (late ORIENTAL BANK PREMISES)—First Floor.
JAS. B. COUGHTRIE, Secretary.
Hongkong, 30th August, 1890. [1238]

G. FALCONER & CO.,
WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS and BOOKS.
No. 48, Queen's Road Central. [1212]

CAUTION TO SHIPOWNERS AND CAPTAINS.
RAHTJEN'S ANTI-FOULING COMPOSITIONS.
Other makes than our original Manufacture are now being sold.
The genuine and only Composition connected with Mr. RAHTJEN himself is RAHTJEN'S ANTI-FOULING COMPOSITIONS and are marked with these words and Trade Mark *an open hand in red*.
REJECT ALL OTHERS.
Agents in Hongkong: F. BLACKHEAD & Co.
Hongkong, 26th July, 1890. [1093]

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGULAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 7th March, 1890. [1287]
CAPTAIN GEORGE TAYLOR,
INLAND SEA and JAPAN COAST PILOT.
Telegraphic Address: POWERS, Nagasaki.
Hongkong, 8th April, 1890. [1291]
A. G. GORDON & CO., LIMITED.
ENGINEERS, LAUNCH BUILDERS, GENERAL and GOVERNMENT CONTRACTORS, IRONMONGERS, COMMISSION AGENTS, VALUATORS, IRON and TIMBER MERCHANTS.
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OFFICE: 9, PRAYA CENTRAL.
STEAM LAUNCH COMPANY, LIMITED.
Hongkong, 1st May 1890. [1254]
NOTICE.
THOMAS KERR & CO.
ENGINEERS, BOILER-MAKERS, CONTRACTORS, YAU-MA-TI ENGINEERING WORKS, KOWLOON.
OFFICE—No. 12, D'Agular Street.
Hongkong, 25th August, 1890. [126]
TOURISTS
ARE cordially invited to call and inspect our choice collection of Japanese and Chinese FINE ART CURIOS, which is unequalled in Japan.
Every article guaranteed as represented. No trouble to show goods. One price only.
DEAKIN BROS. & Co., 16 Bond, Yokohama, next door to Farwell's Photographic Studio.
[527]

KUHN & CO.,
JAPANESE AND CHINESE FINE ART DEPOT.
21 & 23, QUEEN'S ROAD.
Hongkong, 31st July, 1890. [1072]
Dr. Knorr's ANTI-PRYNE.
(Dose for Adults 15 to 25 grains troy.)
IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had from every reputable Chemist and Druggist. Ask for "DR. KNORR'S ANTI-PRYNE." Each Tin bears the inventor's signature, "Dr. KNORR" in red letters.
Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China, Beware of spurious imitations! Hongkong 29th May, 1890. [124]

Mails.
U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.
THE U. S. Mail Steamship

"CHINA" will be despatched for SAN FRANCISCO, YOKOHAMA and HONOLULU, on THURSDAY, the 4th September, 1890, at 2 P.M., taking Passengers and Freight for Japan, the United States and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
First-class Fares granted as follows:—
To San Francisco and return.....\$215.00
To San Francisco and return.....\$215.00
To Liverpool.....\$393.75
To London.....\$393.75
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare. This allowance does not apply to *through fares from China and Japan to Europe*.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company No. 50A, Queen's Road Central.
C. D. HARMAN, Agent.
22nd August, 1890. [1]

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON.
ALSO, BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.
N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK and BOSTON.
SPECIE ONLY LANDED AT PLYMOUTH.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "DEKIN," Captain P. Harris, with Her Majesty's Mail, will be despatched from this port for LONDON VIA BOMBAY and SUEZ CANAL, on THURSDAY, the 4th September, at Noon.
Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.
Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo. Tea will be sent either via Bombay or Colombo according to arrangement.
For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.
The Contents and Value of Packages are required to be declared prior to shipment.
Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.
This Steamer takes Cargo and Passengers for Marseilles.
E. L. WOODIN, Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, 23rd August, 1890. [1250]
OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.
VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHERS CONNECTING STEAMERS.
THE Steamship "BELGIC" will be despatched for San Francisco, YOKOHAMA, on TUESDAY, the 16th September, at 1 P.M.
Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.
All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
First-class Fares granted as follows:—
To San Francisco.....\$215.00
To San Francisco and return.....\$215.00
To Liverpool.....\$393.75
To London.....\$393.75
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.
Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to *through fares from China and Japan to Europe*.
Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.
C. D. HARMAN, Agent.
Hongkong, 23rd August, 1890. [1250]

Mails.
CANADIAN PACIFIC STEAMSHIP COMPANY.
TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.
THE British Steamship "BATAVIA," 2,553 Tons Register, Captain Williamson, will be despatched for VANCOUVER, B.C., AMOY, SHANGHAI, KOBE, (INLAND SEA) and YOKOHAMA, on THURSDAY, the 4th Sept., at Noon.
To be followed by the S.S. "ABYSSINIA" 2,323 Tons and "PARTHIA" 2nd October. Connection will be made at Yokohama with Steamers from Japan Ports, and at Vancouver with Pacific Coast Points, by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
First-class Fares granted as follows:—
To Vancouver and Victoria (Mex.) \$210.00
To Montreal, New York, &c.....\$290.00
To Liverpool.....\$315.00
To London.....\$330.00
To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.
Consular Invoices to accompany Cargo destined to Ports in the United States should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.
Freight will be received on board until 4 P.M. on the 3rd Sept.
All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.
For information as to Passage or Freight, apply to
ADAMSON, BEIL & Co., Agents.
Hongkong, 30th August, 1890. [124]

NORDEUTSCHER LLOYD.
NOTICE.
STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.
N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.
ON WEDNESDAY, the 24th day of Sept., 1890, at 4 P.M., the Company's Steamship "BAYERN," Captain J. Mengell, with Mails, Passengers, SPECIE & CARGO, will leave this Port as above, Calling at GENOA. Shipping Orders will be granted till Noon. Cargo will be received on Board until 4 p.m. Specie and Parcels until 3 p.m., on 23rd September, (Parcels are not to be sent on Board) they must be left at the Agency's Office. Contents and Value of Packages are required.
The Steamer has splendid Accommodation and carries a Doctor and Stewardess.
For further Particulars, apply to
MELCHERS & Co., Agents.
Hongkong, 1st September, 1890. [14]

Consignees.
CANADIAN PACIFIC STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP "BATAVIA," FROM VANCOUVER, YOKOHAMA, KOBE AND NAGASAKI.
THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
ADAMSON, BEIL & Co., Agents.
Hongkong, 28th August, 1890. [124]

Masonic.
ZETLAND LODGE, No. 525.
AN EMERGENCY MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, on FRIDAY NEXT, the 5th September, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited.
Hongkong, 30th August, 1890. [1239]

ST. ANDREW'S CHAPTER, HONGKONG.
No. 218, S.C.
AN ADJOURNED CONVOCATION will be held in FREEMASONS' HALL, Zetland Street, on FRIDAY, the 5th instant, at 8 for 8.30 P.M. precisely. Visiting Companions are cordially invited.
Hongkong, 1st September, 1890. [1244]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.
THE Twenty-fourth Ordinary MEETING of SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on THURSDAY, the 11th Sept., at 4 o'clock p.m., for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th April, last, and of declaring Dividends.
The TRANSFER BOOKS of the Company will be CLOSED from the 30th instant to the 11th proximo, both days inclusive.
By Order of the Board of Directors.
W. H. RAY, Secretary.
Hongkong, 19th August, 1890. [1198]

THE SHAMEEN HOTEL
BRITISH CONCESSION, CANTON.
THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the "River Steamer Wharves," is now open to receive Visitors.
The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.
The Table D'Hôte is supplied with every luxury, and the cuisine is of the highest quality only.
Wines, Spirits, Malt Liquors, etc., of the best quality only.
C. BOND, Manager.
Hongkong, 14th July, 1890. [1047]

THE SHAMEEN HOTEL
BRITISH CONCESSION, CANTON.
THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the "River Steamer Wharves," is now open to receive Visitors.
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C. BOND, Manager.
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Wines, Spirits, Malt Liquors, etc., of the best quality only.
C. BOND, Manager.
Hongkong, 14th July, 1890. [1047]

Commercial.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank, 216 per cent.
Hongkong and Shanghai Bank, New Issue—
\$210 per share, buyers.
Union Insurance Society of Canton—\$101 per
share, buyers.
China Traders' Insurance Company—\$71 per
share, sellers.
Nanhai China Insurance—Tis. 340 per share,
sellers.
Canton Insurance Company, Limited—\$117 1/2
per share, buyers.
Yangtze Insurance Association—Tis. 70 per
share, buyers.
On Tai Insurance Company, Limited—Tis. 150
per share, buyers.
Hongkong Fire Insurance Company—\$365 per
share, sellers.
China Fire Insurance Company—\$89 per share,
sales and buyers.
Hongkong and Whampoa Dock Company—\$70
per cent. premium, sellers.
Hongkong, Canton, and Macao Steamboat Co.
—\$369 per share, sellers.
China and Manila Steam Ship Company—118
per share, buyers.
Hongkong Gas Company—\$155 per share, sellers.
Hongkong Hotel Company—\$180 per share,
sellers.
Hongkong Coal Co.'s Six per cent. Debentures
—\$501.
Indo-China Steam Navigation Company,
Limited—271 per cent. discount, buyers.
Douglas Steamship Company—\$55 per share,
sellers.
China Sugar Refining Company, Limited—\$174
per share, ex div. sellers.
Luxon Sugar Refining Company, Limited—\$117
per share, ex div. sellers.
Hongkong Ice Company—\$100 per share,
sellers.
Hongkong and China Bakery Company, Limited
—\$80 per share.
Hongkong Dairy Farm Co., Limited—\$10 per
share, sellers.
A. S. Watson & Co., Limited—\$25 per share,
sales and sellers.
Chinese Imperial Loan of 1884 B—\$2 1/2 per cent.
premium, sellers.
Chinese Imperial Loan of 1884 C—5 per cent.
premium, buyers.
Chinese Imperial Loan of 1886 E—11 per cent.
premium.
Hongkong Rope Manufacturing Company,
Limited—\$18 per share, buyers.
The Hongkong Steam Laundry Co., Ltd.—\$25
per share, nominal.
Punjab and Sindh Dugan Mining Co.
—\$5 per share, sales and sellers.
The Raub Gold Mining Co., Ltd.—\$125 per share,
sellers.
Imuris Mining Co., Ltd.—\$10 per share, sales and
sellers.
The Balmoral Gold Mining Co., Limited—\$12 1/2
per share, sellers.
Hongkong and Kowloon Wharf and Godown
Company—\$77 per share, buyers.
Tonquin Coal Mining Co.—\$225 per share,
buyers.
The Hongkong High-Level Tramway Co.,
Limited—\$105 per share, buyers.
The East Asiatic Company, Limited—\$12 1/2
per share, sellers.
H. G. Brown & Co., Ltd.—\$50 per share, buyers.
The Seng Lee Koyah Planting Co., Ltd.—\$7 per
share, buyers.
Crucible Works & Co., Ltd.—\$40 per share, nom.
The Steam Launch Co., Limited—nominal.
The Austin Arms Hotel and Building Co., Ltd.
—50 per cent. dis. sellers (fully paid up).
The China-Borneo Co., Ltd.—\$14 per share,
sellers.
The Hongkong Brick and Cement Co., Ltd.—
\$18 per share, sellers.
The Green Island Cement Co.—\$31 per share,
buyers.
The Hongkong Land Investment Co., Ltd.—\$91
per share, sellers.
The Hongkong Electric Light Co., Ltd.—\$6
per share, sellers.
Geo. Fenwick & Co., Limited—\$22 per share,
sellers.
The West Point Buildings Co., Ltd.—\$32 per
share, sellers.
The Peak Hotel and Trading Co., Ltd.—\$5 per
share, sellers.
The Labuk Planting Co., Ltd.—\$18 per share,
buyers.
The Lanang Planting Co., Ltd.—\$15 per share,
sellers.
The Jelabu Mining and Trading Co., Ltd.—\$44
per share, sellers.
The Selama Tin Mining Co., Ltd.—\$2 per share,
buyers.
The Shimen Hotel Co., Ltd.—\$5 per share,
nominal.
The Kowloon Land Investment Co., Ltd.—\$17
per share, sellers.
The Trust and Loan Co. of China and Japan—
\$161 per share, buyers.
The Hongkong Marine, Limited—par, nominal.

Shipping.

ARRIVALS.
PEKING, German steamer, 954, F. Schulz, 12nd
Sept.—Saigon 30th August, Rice.—Schulz
sen & Co.
ALWINE, German steamer, 400, A. Bendixen, 3rd
Sept.—Pekohi 31st August, and Holhow
2nd Sept., General.—Wiel & Co.
HAIPHONG, British steamer, 1,120, Harris, 3rd
Sept.—Fochow 31st August, Amoy 1st
Sept., and Swatow 2nd, General.—D.
Lapraik & Co.
CANTON, British steamer, 1,110, J. Hogg, 3rd
Sept.—Whampoa 3rd Sept., General.—
Jardine, Matheson & Co.
FOKIN, British steamer, 100, Lewis, 3rd Sept.—
Tamsui 29th August, and Amoy 2nd
Sept., General.—D. Lapraik & Co.
CLEARANCES AT THE HARBOUR OFFICE.
Uranus, Spanish steamer, for Manila.
Sifian, British steamer, for Swatow, &c.
Asaga, Japanese steamer, for Nagasaki.
Glenhar, British steamer, for Shanghai.
Hangchow, British steamer, for Shanghai.

DEPARTURES.
September 2, Nirstein, German str., for Cheloo.
September 3, Uranus, Spanish str., for Manila.
September 3, Hangchow, British steamer, for
Swatow, &c.
September 3, Michael Jellie, German steamer, for
Cebu.
September 3, Sifian, British str., for Swatow.
September 3, Laire Inferieure, French steamer,
for Holo.

PASSENGERS—ARRIVED.
Per Peking, str., from Saigon.—Mr. Hermann,
and 168 Chinese.
Per Haiphong, str., from Foochow, &c.—
Messrs. S. V. Freis, V. Dalby, and 107 Chinese.
Per Alvin, str., from Pakhol, &c.—25
Chinese.
Per Fokien, str., from Tamsui, &c.—1 Euro-
pean and 4 Chinese (deck).

REPORTS.
The British steamship Fokien reports that
she left Tamsui on the 29th ultimo. Experienced
light south-west winds and calm to Amoy.
Left Amoy on the 2nd instant. Experienced
light south-west winds and calm to Breaker
Point; thence had similar weather with mod-
erate south-west swell to port.
The British steamship Haiphong reports that
she left Foochow on the 31st ultimo. Had vari-
able winds and fine clear weather. In Foochow
the steamships Hailan and Newchwang.
Arrived at Amoy on the 1st, and left the same
day. Had clear weather with light airs and
passing showers. In Amoy the steamships
Fokien, Fokien, and Tamsui.
Arrived at Swatow on the 2nd, and left the same
day; experienced light winds, with cloudy and
overcast sky at intervals, and passing rain to
port. In Swatow the steamship Pakshan.

Post Office.

A MAIL WILL CLOSE
For Straits and London.—Per Anchises to-
morrow, the 4th instant, at 10.30 A.M.
For Amoy, Shanghai, Kobe, Yokohama, and
Vancouver.—Per Batavia to-morrow, the 4th
instant, at 10.30 A.M.
For Europe, &c., India, via Bombay.—Per
Peking to-morrow, the 4th instant, at 11.00 A.M.
For Yokohama, Honolulu, & San Francisco.
—Per China to-morrow, the 4th instant, at 0.30
P.M.

SHIPPING IN HONGKONG.

STEAMERS.
AMIGO, German steamer, 771, T. Bruhn, 20th
August.—Shanghai 26th August, Ballast—
C. R. Stevens & Co.
ANCHISES, British steamer, 1,278, W. P. La-
page, 20th Sept.—Shanghai 27th August, and
Foochow 31st, General.—Butterfield &
Swire.
ASAGA, Japanese steamer, 1,521, H. Selck,
31st August.—Nagasaki 26th August, Coals.
—Mitsui Bishi Colliery.
BATAVIA, British steamer, 2,553, Williamson,
27th August.—Vancouver, via Yokohama,
Kobe, and Nagasaki, 16th August, General.
—Adamson, Bell & Co.
BORMIDA, Italian steamer, 1,499, C. Garzanti,
26th August.—Bombay 8th August, and
Singapore 20th, General.—Carlowitz & Co.
CANTON, British steamer, 2,044, T. S. Angus,
31st August.—London 13th July, and Singa-
pore 25th August, General.—P. & O. S.
N. Co.
CATTERTHUN, British steamer, 1,466, J. W. B.
Darke, 2nd Sept.—Sydney 5th August, New-
castle 8th, Townsville 9th, Cooktown
14th, Thursday Island 16th, and Port
Darwin 23rd, General.—Russell & Co.
CHEANG CHEW, British steamer, 1,413, F. Webb,
24th August.—Amoy 22nd August, Ballast.
—Run Hin Chan.
CHEANG HOCK KIAN, British steamer, 956, John
S. W. Grenfell, 20th August.—Singapore,
and Hoilow 19th August, General.—Ban
Hin.
CHINA, American str., 5,200, W. B. Seabury, 24th
August.—San Francisco 31st July, Victoria
3rd August, and Yokohama 19th, Mails and
General.—P. M. S. S. Co.
CHOW-CHOW, German steamer, 756, F.
Clausen, 23rd August.—Hilo 19th August,
General.—Melchers & Co.
CHOY-SANG, British steamer, 1,194, W. E. Sawer,
22nd August.—Bangkok, and Koh-i-chang
16th August, Rice.—Jardine, Matheson
& Co.
CICERO, British steamer, 1,030, A. George, 30th
August.—Pekohian 21st August, Sugar—
Butterfield & Swire.
DEVAYONGSE, British steamer, 1,057, P. H. Loff
31st August.—Bangkok 25th Aug., General.
—Yuen Fat Hong.
FALKENBURG, German steamer, 988, Reichs,
31st August.—Saigon 27th August, Rice and
Rice Flour.—Melchers & Co.
GENERAL WERDER, German steamer, 1,820, M.
Eichel, 26th Aug.—Yokohama 17th Aug.,
Kobe 20th, and Nagasaki 22nd, Mails and
General.—Melchers & Co.
LYDIA, German steamer, 1,770, Ph. Forck, 31st
August.—Kobe 25th August, General.—
Stienssen & Co.
MEXIMUR, British steamer, 1,287, H. Craig,
20th August.—Sydney 16th July, Towns-
ville 21st, Cooktown 22nd, Thursday Island
24th, Port Darwin 30th, Sourabaya 13th
August, Samarang 17th, Batavia 19th, and
Singapore 22nd, Sugar and General.—
Russell & Co.
MIKE MARU, Japanese steamer, 2,080, F. J.
Sommer, 2nd Sept.—Nagasaki 28th Aug.,
Coal.—Geo. R. Stevens & Co.
MOUNT HEBRON, British steamer, 1,668, Elliott,
19th August.—Haiphong 12th August, Bal-
last.—Adamson, Bell & Co.
PEKIN, British steamer, 2,133, P. Harris, 2nd
Sept.—Shanghai 1st August, Mails and
General.—P. & O. S. N. Co.
VERONA, British steamer, 1,876, F. H. Seymour,
31st August.—Yokohama 23rd August, Mails
and General.—P. & O. S. N. Co.
ZAFIRO, British steamer, 675, A. W. R. Cobban,
2nd Sept.—Manila 31st August, General.
—Russell & Co.

SAILING VESSELS.
ANNIE STAFFORD, British bark, 1,297, Chas. S.
Robinson, 20th July.—New York 20th and
March, Petroleum.—Arnhold, Karberg & Co.
ASTORIA, British bark, 1,148, Wm. W. Leary,
9th August.—Shanghai 13th July, Ballast.
—Melchers & Co.
CHARON WATTANA, Siamese bark, 656, W. L.
Cain, 1st Sept.—Wah Hin 13th August,
Timber and Sapanwood.—Captain
ESCOFF, American bark, 654, Lyle, 27th Aug.,
—Rajing 7th August, Timber.—Chinese.
GALVESTON, German bark, 619, Jacobsen, 19th
August.—Amoy 2nd August, Ballast—
Order.
GEORGE SKOLFIELD, American ship, 1,276, A.
S. Dunning, 11th July.—New York 7th
Feb., Kerosene Oil.—Russell & Co.
J. D. DISCHOFF, German ship, 1,808, H. Meyer,
7th August.—Cardiff 3rd April, Coals—
Order.
LANCFIELD, British bark, 994, Burns, 7th
Aug.—New York 7th March, Kerosene
Oil.—Order.
MARON, British bark, 362, James Cummins,
11th August.—Sharks Bay (W.A.), 9th July,
Sandalwood.—Jardine, Matheson & Co.
OSAKA, British bark, 517, Jones, 2nd Sept.—
Cebu 14th August, Sugar.—Wiel & Co.
RICHARD PARSONS, American bark, 1,116, Geo.
A. Freeman, 22nd June.—New York 19th
Feb., Kerosene Oil.—Russell & Co.
SAMA MERSKID, Persian schooner, 245, A.
Munasingh, 13th July.—Saigon 27th June;
Rice.—Captain.
SINTRAM, American ship, 1,590, Woodside, 20th
August.—Russell & Co.
WM. LE LACHEUR, British bark, 575, E. Wamer,
19th June.—Laguimanoc 9th June, Wood.
—Wiel & Co.

Insurances.

THE STANDARD LIFE ASSURANCE
COMPANY,
ESTABLISHED 1845.

INVESTED FUNDS £7,000,000 Stg.
ANNUAL INCOME £900,000 Stg.

BOARD OF DIRECTORS, SHANGHAI:
R. C. WAINWRIGHT, Esq.,
AUGUSTUS WHITE, Esq.,
F. H. BELL, Esq.,
NEIL MACLEOD, Esq., M.D., Medical Officer.
W. T. PHIPPS, Esq., Chief Agent.

AGENCIES:
Amoy—Messrs. Brown & Co.
Canton—Messrs. Rowe & Co.
Chefoo—Messrs. Corns & Co.
Hankow—Messrs. Phipps, Phipps & Co.
Hankow—W. F. Sharp, Esq.
Kobe—Messrs. Brown & Co.
Nagasaki—China & Japan Trading Co., Ltd.
Newchwang—Messrs. Bandinel & Co.
Ningbo—Messrs. Kulkarni & Co.
Peking—Dr. Dudgeon, Medical Officer.
Sawato—Messrs. Bradley & Co.
Tientsin—Messrs. Wilson & Co.
Yokohama—Messrs. Fraser, Farley & Co.
The Standard is an old and wealthy Scottish
Office, well known throughout India and the
East, and has acquired a marked character for
sound and liberal management.
ADAMSON, BELL & Co.,
Agents, Hongkong,
Standard Life Office.

FIRE INSURANCE COMPANY, OF 1877
IN HAMBURG.

THE Undersigned having been appointed
Agents for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
REUTER, BROCKELMANN & Co.,
Agents.
Hongkong, 1st July, 1889. [56]

GENERAL LIFE AND FIRE
ASSURANCE COMPANY IN
LONDON.

THE Undersigned having been appointed
Agents for the above Company, are pre-
pared to ACCEPT RISKS against FIRE and
LIFE at Current Rates.
REUTER, BROCKELMANN & Co.,
Agents.
Hongkong, 1st July, 1889. [57]

NOTICE.
THE MAN ON INSURANCE COMPANY
LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000.

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.
WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [217]

GENERAL NOTICE.
THE ON TAI INSURANCE COMPANY,
(LIMITED).

CAPITAL, TAELS 600,000, £833,333-33.
EQUAL TO £318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq., LO YUEK MOON, Esq.,
LOU TSO SHUN, Esq.

MANAGER.—HO AMEL.

MARINE RISKS ON GOODS, &c., taken
at CURRENT RATES to all parts of the
world.
HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1882. [1250]

Intimations.

CARBOLINEUM AVENARIUS,
(REGISTERED).

AN ANTISEPTIC PAINT for the Preservation
of Wood, Walls, Ropes and Ship's
Tackle. May be applied to Beams, Floors, Wains-
coting, Wooden Ornament, Eaves, Roofs,
Wooden Sheds, Farmers' and Gardeners' Imple-
ments, Carts, Posts, Fences, Stables, Gates,
Bridges, Boats, and all Timber underground.
Effectually excludes all dampness from walls
painted with it and entirely prevents the rum-
bling away and decay of both stone and bricks.
White ants do not touch wood painted with
Carbolineum Avenarius.
Used during the last 14 years with the utmost
success, as proved by numerous Testimonials
from living authorities.
Sold in casks of about 450 lbs. net, Price
85 cents per lb.
For further particulars, apply to
SCHEELE & Co.,
Sole Agents,
No. 16, Stanley Street.
Hongkong, 2nd December, 1889. [59]

Geo. Fenwick & Co.,
LIMITED.

VICTORIA FOUNDRY, WANCHAI.

ENGINEERS, IRON and BRASS
FOUNDERS, GOVERNMENT & GENERAL
CONTRACTORS, &c.

Established 1880.
Hongkong, 20th January, 1890. [150]

SCOTT'S
EMULSION

OF PURE COD LIVER OIL
With Hypophosphites of Lime & Soda.

PALATABLE AS MILK.

The only preparation of COD LIVER OIL that can
be taken readily and tolerated for a long time.

AS A REMEDY FOR CONSUMPTION,
BRONCHITIS, SCROFULOUS AFFECTIONS,
ANEMIA, GENERAL DEBILITY, COUPERS,
WASTING DISEASES OF CHILDREN, AND ALL
AFFECTIONS OF THE LUNGS.

Prescribed and endorsed by the best Physicians.
SOLD BY ALL CHEMISTS & Druggists.

Agents for China and Hongkong:
Messrs. A. S. WATSON & Co. (Limited).
Hongkong, 20th December, 1889.

Intimations.

W. S. MARTEN,
ARTISTIC DECORATOR,

AND
HOUSE AND ESTATE AGENT,
2, DUDDELL STREET,
HONGKONG.

Hongkong, 6th April, 1890. [574]

TO LET UNFURNISHED,
From August 1st.

TWO GOOD ROOMS, with Bath Room, in
the Caine Road. Rent moderate.
Splendid View of the Harbour.
Apply to
W. S. MARTEN,
2, Duddell Street.

Hongkong, 3rd July, 1890. [599]

HONGKONG HIGH LEVEL TRAM-
WAYS COMPANY, LTD.

SUMMER TIME-TABLE.
To take effect from 1st May.

The CARS RUN between St. John's Place
and Victoria Gap as follows:—

WEEK DAYS.
8 to 10 A.M. every quarter of an hour.
10 to 12 P.M. every quarter of an hour.
12 to 2 P.M. every half hour.
4 to 8 P.M. every quarter of an hour.

THURSDAYS.
NIGHT TRAM at 10.30 and 11 P.M.

SUNDAYS.
CHURCH TRAM at 10.40 A.M.
12 (NOON) to 2 P.M. every quarter of an hour.
4 to 8 P.M. every quarter of an hour.
9, 10, 10.30 and 11 P.M.

Special Cars may be obtained on application
to the Superintendent.
Single Tickets are sold in the Cars; Five-Cent
Coupons and Reduced Tickets at the Office.
MACEVEN, FRICKEL & Co.,
General Managers.
Hongkong, 30th April, 1890. [598]

GRIFFITH'S
NEW PHOTOGRAPHIC STUDIO,
No. 2, Duddell Street,
(Between the New Oriental Bank, and
Mr. Lammer's Auction Rooms),
Entrance from Duddell Street or Ice House St.

MR. GRIFFITH'S STUDIO is open daily
from 8 A.M. to 5 P.M. for producing
First-class PHOTOGRAPHIC PORTRAITS in all
the newest styles. Views of Hongkong and the
Coast Ports, with choice illustrations of Chinese
life and character, always ready.

Portraits enlarged to life size and painted
in Oils or Water Colours by First-class
Artists. Miniatures on Ivory, and all kinds of
reproductions.
Hongkong, 2nd April, 1890. [542]

NOTICE.
JEVE'S SANITARY COMPOUNDS
COMPANY, LIMITED.

JEVE'S WOOD PRESERVER OR
ANTISEPTIC PAINT.

THE Undersigned have this day been
appointed SOLE AGENTS for the sale of
these PERFECT DISINFECTANTS, and
are prepared to supply quantities to suit
purchasers, at Wholesale Prices, Extra Special
terms for Shipping and large Orders.
SIR ROBERT RAWLINSON, C.B., C.E., Chief
Sanitary Engineer, Local Government Board,
London, says:
"It is the best Disinfectant in use."
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 10th June, 1888. [1]

INTIMATION.

J. Blackhead & Co.,
SHIP-CHANDLERS, SAIL-MAKERS,
AND
PROVISION MERCHANTS,
NAVY CONTRACTORS,
GENERAL COMMISSION AGENTS.
No. 11, Praya Central,
(Opposite Pedder's Wharf).

SOLE AGENTS
for
RAHTJEN'S
GENUINE
COMPOSITION

THE BOTTOMS OF IRON SHIPS.

HARTMANN'S GREY PAINT, specially manu-
factured for coating the inside of STEEL SHIPS.

CARBOLINEUM AVENARIUS
PRESERVATIVE AGAINST
ROTTING, DECAY, &c., OF WOOD.

ENOCH MORGAN'S SON'S
SAPOLIO.

FOR GENERAL CLEANING PURPOSES.

CHL. MOTZ & Co., BORDEAUX CLARETS

MAX HASEN'S FRANKFURT ON M.
CONSERVED MEATS.

CEMENT from the celebrated Factory of Hem-
moor.

SWEDISH TAR and OREGON PINE
LUMBER.

FLensburg STOCKBEER,
ENGINEERS' and BLACKSMITHS'
MACHINERY and TOOLS.

EVERY KIND OF
SHIP'S STORES and REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.

ALL KINDS OF
COALS

SUPPLIED AT THE SHORTEST NOTICE
Hongkong, 26th June, 1889. [130]

To be Let.

TO LET,
(Possession from 1st October).

FIRST FLOOR of No. 2, Blue Buildings.
Apply to
THE HONGKONG LAND INVESTMENT
AND AGENCY Co., Ltd.
Hongkong, 2nd September, 1890. [1252]

TO BE LET.

THREE HOUSES at Wild Dell Buildings,
Wanchai Road.
A BUNGALOW and HOUSE on the Upper
Richmond Road.
No. 1 RICHMOND TERRACE, Six Dwell-
ing Rooms, English Kitchen, Fowl House, Con-
servatory, and well shaded Tennis Lawn.
Apply to
HENRY HUMPHREYS.

TO BE LET OR SOLD,
On favourable terms, with Immediate
Possession.

TWO HOUSES at "Mountain View," Peak
District, near Plunkett's Gap.
If sold part of the Purchase money can remain
on Mortgage.
Apply to
JOHN A. JUPP.
36, Queen's Road Central,
Hongkong, 1st September, 1890. [1146]

TO LET.

No. 3, MORRISON HILL.
Immediate entry.
Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, 22nd April, 1890. [558]

TO LET.

A HOUSE in WEST TERRACE.
Immediate Entry.
Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, 3rd May, 1890. [511]

TO LET.

TOP FLOORS of No. 21 & 23, Pottinger
Street, suitable for Offices, or Photo-
graphic Studio.
CARMICHAEL & Co.,
21 & 23, Pottinger Street.
Hongkong, 31st July, 1890. [1117]

TO LET.

TWO FLOORS of HOUSE No. 8, Stanley
Street.
Apply to
ROZARIO & Co.
Hongkong, 10th July, 1890. [1031]

TO LET.

NOS. 21 and 35, ELGIN ROAD, behind
the Old Union Church.
Apply to
ACHEE & Co.,
17, Queen's Road Central.
Hongkong, 19th June, 1890. [554]

TO BE LET,
Just below Peak Flagstaff.

BAHAR LODGE—FURNISHED.
Apply to
HUGHES & EZRA.
Hongkong, 17th April, 1890. [632]

TO LET.

FIRST FLOOR of HOUSE, 15, Praya
Central.
2nd FLOOR of HOUSE, No. 64, Queen's
Road Central.
Apply to
LAI HING & Co.,
No. 153, Queen's Road Central.
Hongkong, 22nd March, 1890. [465]

TO LET.

No. 9, SEYMOUR TERRACE.
No. 7, SEYMOUR TERRACE.
No. 4, OLD BAILEY STREET.
OFFICES and CHAMBERS in Connaught
House, Queen's Road Central.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 4th July, 1890. [13]

TO LET.

FIRST FLOOR of No. 11, Corner Ice
House Lane, Queen's Road.
For Particulars, apply to
THE CHARTERED MERCANTILE BANK
OF INDIA, LONDON & CHINA.
Hongkong 11th August, 1890. [1164]

TO LET.

With Immediate Possession.

GROUND FLOOR No. 2, Blue Buildings.
1st FLOOR No. 3, Blue Buildings.
Apply to
THE HONGKONG LAND INVESTMENT
& AGENCY Co., Ltd.
Hongkong, 1st July, 1890. [988]

TO LET.

TWO COMMODIOUS HOUSES in Carlton
Terrace, Queen's Road East. Rent
moderate.
Apply to
G. R. LAMMERT.
Hongkong, 1st July, 1890. [989]

NOTICE.

HONGKONG & WHAMPOA
DOCK COMPANY,
LIMITED.

SHIPMASTERS, AND ENGINEERS
are respectfully informed that, if upon
their arrival in this Harbour one of the
COMPANY'S FOREMEN should be at hand,
ORDERS FOR REPAIRS, if sent to the Head
Office, No. 14, Praya Central, will receive
prompt attention.

In the event of complaints being found
necessary, communication with the Unders